

LOS ANGELES-SANTA BARBARA RAIL CORRIDOR STUDY

EXECUTIVE SUMMARY

PREPARED FOR THE

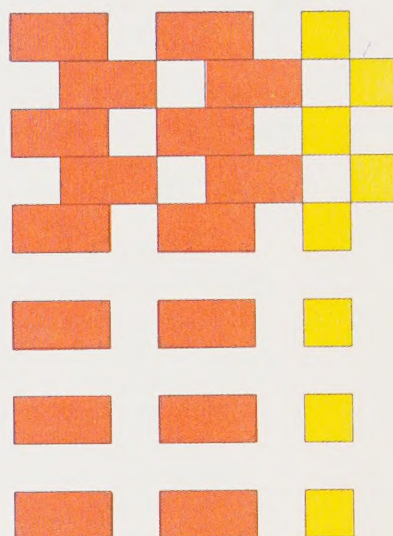
SOUTHERN CALIFORNIA
REGIONAL INTERCITY STATE RAIL
CORRIDOR STUDY GROUP

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June 27, 1989

Members, California Legislature
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Dear Members:

The Southern California Regional Intercity State Rail Corridor Study Group, as required by Chapter 1228, Statutes of 1988 (Senate Bill 2446 - Davis), is pleased to transmit to you the report containing its findings and recommendations for the Los Angeles-Santa Barbara Rail Corridor Study. This report is the result of a cooperative effort by all participants in the Study Group, which includes representatives of the California Department of Transportation, the Southern California Association of Governments, the Los Angeles County Transportation Commission, the Ventura County Transportation Commission, the Santa Barbara County-Cities Area Planning Council, the San Bernardino Association of Governments, the Riverside County Transportation Commission, the Orange County Transportation Commission, the National Railroad Passenger Corporation (Amtrak), the Southern Pacific Transportation Company, the California Labor Federation, and a consumer representative jointly appointed by the Assembly and Senate Committees on Transportation. The major parties with an interest in the Los Angeles-Santa Barbara corridor have worked effectively together, and all except Southern Pacific reached consensus on a program to develop and improve this important transportation resource. Southern Pacific comments are shown in Appendix D to this report.

The tasks assigned to the Study Group included identification of improvements on the Los Angeles-Santa Barbara rail line which would reduce train running times, increase reliability of service, facilitate additional passenger train service, and maintain capacity for current freight operations. The Study Group was also directed by legislation to review various options for increasing track capacity in the San Fernando Valley, review locations of additional stations on the line, review impacts on the rail corridor of service and capital improvements in connecting corridors, and develop criteria to determine priorities of improvements on a cost-benefit basis. The Study Group was further instructed to recommend potential improvements and establish an implementation and funding plan.

The report recommends a program of capital improvements costing \$84.9 million, including acquisition of two sets of train equipment, installation of centralized train control, construction of new stations and station improvements, double tracking or other track improvements on the line between Burbank Junction and Northridge, rail replacement and other track and siding upgrades. The report also makes institutional and funding recommendations to facilitate the start of rail service in this Corridor, including execution of a Memorandum of Understanding identifying the roles and responsibilities of the State and local agencies.



It is the intent of the Study Group that the findings and recommendations contained in this report be incorporated into the ongoing legislative and administrative process and utilized as a blueprint for the implementation of a comprehensive set of improvements to rail passenger service in the Los Angeles-Santa Barbara corridor.

Sincerely,

The Southern California Regional Intercity
State Rail Corridor Study Group

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* Effective January 1, 1989, these Study Group and Technical Advisory Committee members became representatives of the newly created Ventura County Transportation Commission.

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(formed under the provisions of Senate Bill 2446)

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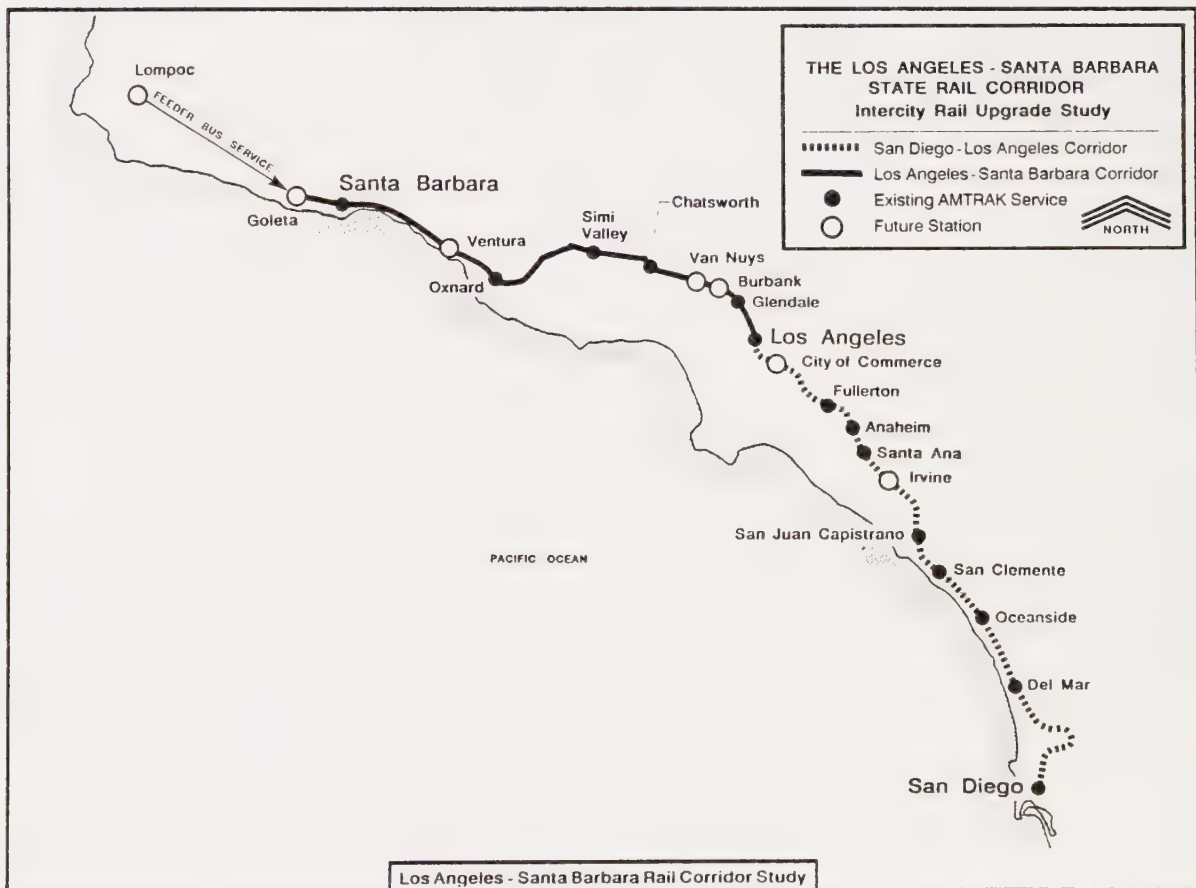
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EXECUTIVE SUMMARY

This report presents a program for the incremental upgrading of intercity passenger rail services in the Los Angeles-Santa Barbara rail corridor, prepared in response to Senate Bill No. 2446 (Davis).

The Los Angeles-Santa Barbara Intercity Rail Corridor is 103 miles long and, from the travel perspective, is an integral part of the 231 mile rail corridor served by the "San Diegan" trains operated by Amtrak between San Diego, Los Angeles and Santa Barbara. A detailed program for the upgrading of the Los Angeles - San Diego (LOSSAN) segment of the corridor was previously developed, and early phases of that program are being implemented.



At present, Amtrak operates eight daily San Diegan trains in each direction between San Diego and Los Angeles; San Diegan service was extended to Santa Barbara in June of 1988 by providing one daily round trip between San Diego and Santa Barbara through Los Angeles. The capital improvement program outlined in this report represents requirements for upgrading the Santa Barbara service to four daily round trips, and extending the service beyond Santa Barbara to Goleta.

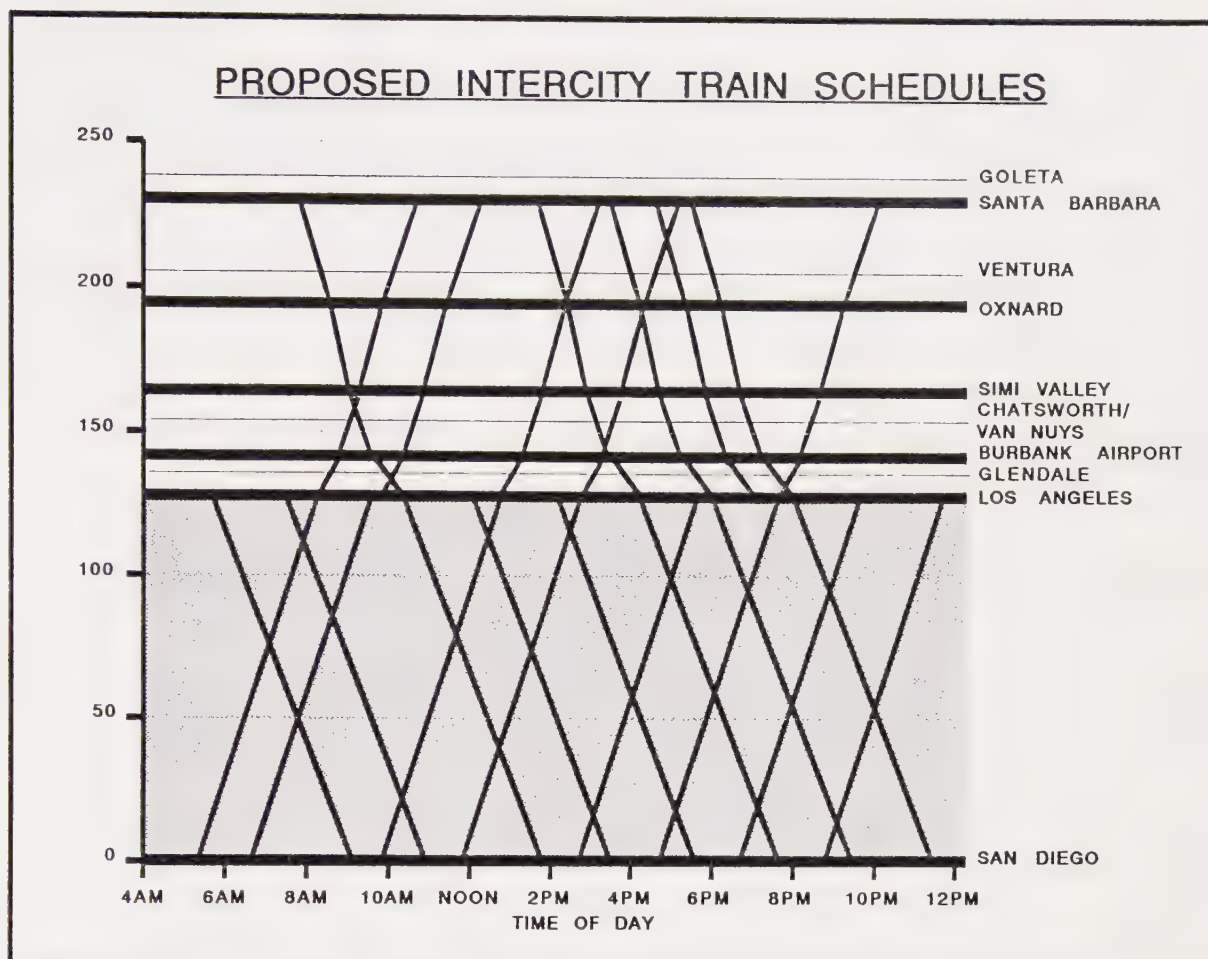
This study was performed for the Southern California Regional Intercity State Rail Corridor Study Group which was comprised of representatives of the California Department of Transportation (Caltrans); the Southern California Association of Governments (SCAG); the Los Angeles County Transportation Commission (LACTC); the Ventura County Association of Governments (VCAG); the Santa Barbara Council of Governments (represented by the Santa Barbara County-Cities Area Planning Council); the San Bernardino Association of Governments (SANBAG); the Riverside County Transportation Commission (RCTC); the Orange County Transportation Commission (OCTC); the National Railroad Passenger Corporation (Amtrak); the Southern Pacific Transportation Company (SP); the Secretary-Treasurer of the California Labor Federation (CLF); and a consumer representative jointly appointed by the Chairpersons of the Assembly and Senate Committees on Transportation. The chairperson of the Study Group was an appointee of the Director of Transportation.

This study of requirements to upgrade the existing intercity rail services in this corridor represented Phase II of a more comprehensive study; Phase I, performed for the Southern California Association of Governments, consisted of a commuter rail feasibility study, the results of which are documented in a separate report.

Technical Findings

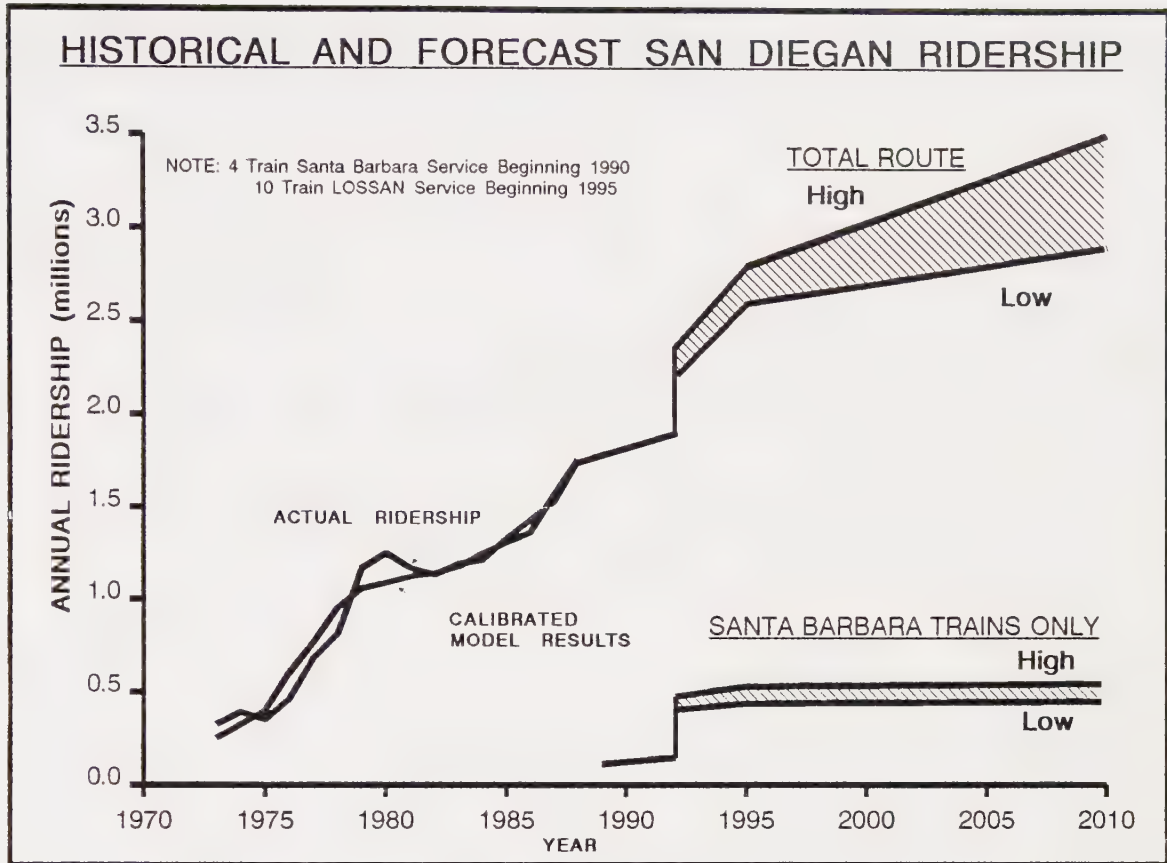
1. Patronage of the San Diegans has increased dramatically from only 328,000 one-way passenger trips in 1973 to 1,757,000 in 1988 as service frequency was upgraded. The new one-train service to Santa Barbara was an instant success, generating a significant volume of additional riders - not only along the Los Angeles-Santa Barbara segment of the line but also along the line south of Los Angeles.
2. The railroad facilities used by the San Diegans between Los Angeles and Santa Barbara/Goleta are owned by the Southern Pacific Santa Fe Company and operated by the Southern Pacific Transportation Company (except for a one-mile segment near Los Angeles Union Passenger Terminal). The route is called the Coast Line of the SP, and is one of two SP main lines between Los Angeles and San Francisco.
3. The SP Coast Line generally consists of double track from Los Angeles to Burbank Junction and single track with passing sidings from Burbank Junction to Santa Barbara/Goleta (except for a 3.4-mile section of double track in Santa Barbara). Most of the track switches for use of the sidings must be hand-thrown--a time consuming operation. The present signal system is obsolete and needs upgrading.
4. Amtrak locomotives in operation in the corridor are capable of operating speeds in excess of 90 MPH. Maximum authorized speed on the Los Angeles - Santa Barbara route is 70 MPH, with speed restrictions as low as 20 MPH imposed for various reasons. Higher speeds would require various track and signal improvements.

5. Southern Pacific now operates one through freight train daily in each direction over its Coast Line--a train which carries "expedited traffic" which must operate on schedule--plus ten regular local freight "jobs" along portions of the route. In addition, SP operates unit trains of sugar beets between May and July and occasional coke trains are planned. SP is attempting to finalize an agreement this year with their unions that may allow reduced-person crews to operate high frequency train service on the coast. SP marketing plans also include intensifying direct competition with the trucking industry when these labor agreements are finalized. The increase of just-in-time inventory control systems has also created the need to dramatically increase the time-sensitivity of freight operations in an era of intense deregulation and inventory cost control. In addition, Amtrak operates a long-distance train through this corridor - the Coast Starlight service between Los Angeles and Seattle. The expanded San Diegan passenger service would likely create conflicts with these other train operations unless improvements outlined in this report are made.
6. The expansion of service to Santa Barbara would be accomplished by extending three more of the existing San Diegan trains operating between San Diego and Los Angeles, to provide a total of four daily round trips between Los Angeles and Santa Barbara. Northbound (westbound) San Diegan trains would depart Los Angeles at 8:15 AM, 1:00 PM, 3:00 PM and 8:00 PM and arrive in Santa Barbara at 10:40 AM, 3:25 PM, 5:25 PM and 10:25 PM respectively. Southbound (eastbound) San Diegan trains would depart Santa Barbara at 7:50 AM, 1:55 PM, 3:55 PM AND 5:55 PM and arrive at Los Angeles at 10:20 AM, 4:25 PM, 6:25 PM AND 8:25 PM, respectively.



7. Because of the number of train meets that would occur in the San Fernando Valley, double track or single track CTC with auxiliary freight sidings would be needed between Burbank Junction and Northridge and additional sidings for train meets would be needed between Northridge and Goleta. Centralized Train Control (CTC) would be required throughout the line between Los Angeles and Santa Barbara (or Goleta). These improvements would meet the needs of the Southern Pacific to retain its capacity for more freight traffic on the Coast Line.

8. The San Diegan trains stop at present at stations in seven areas including downtown Los Angeles (LAUPT); Glendale; Van Nuys (Panorama City); Chatsworth; Simi Valley; Oxnard; and Santa Barbara. The corridor upgrade program outlined in this report includes three additional stations--at Burbank Airport, Ventura and Goleta--and relocated stations for Van Nuys and Simi Valley. Additional parking space and/or other minor improvements would be required at most of these proposed stations to accommodate the projected demand.
9. Extension of rail service beyond Goleta to Lompoc was considered, but it was concluded that introduction of San Diegan service to the Lompoc and Santa Ynez Valleys could be provided more effectively by dedicated feeder bus connections to the Santa Barbara (or Goleta) rail terminus.
10. Analysis of ridership data reflecting actual past experience in upgrading and extending the San Diegan rail service indicated a potential total route ridership with the service upgrades defined in this report of 2.6 to 2.8 million annual passenger trips by 1995 (up 48 to 62 percent from the 1988 patronage level). This projection assumes that 9th and 10th train frequencies will be added to the service south of Los Angeles by 1995 as specified in the Los Angeles-San Diego (LOSSAN) Rail Corridor Upgrade Program, and that additional equipment will be provided to accommodate demands in peak periods.
11. Of the projected total route ridership in 1995 of 2.6 to 2.8 million passenger trips per year, between 434,000 and 518,000 trips per year (17 to 18 percent) would relate to the Santa Barbara service extension trains (assuming that all corridor upgrade projects are implemented as defined in this report).



12. The analysis indicated that it is not unreasonable to expect total route ridership in the overall corridor between San Diego and Santa Barbara to increase to 3.4 million passenger trips per year (almost double the present level) by Year 2010 if all recommended corridor upgrade projects are implemented (including those for the LOSSAN corridor) and if corridor growth continues to occur as projected by local and regional planning officials.

13. The recommended capital improvement program for expansion of the Santa Barbara service includes four general types of projects:

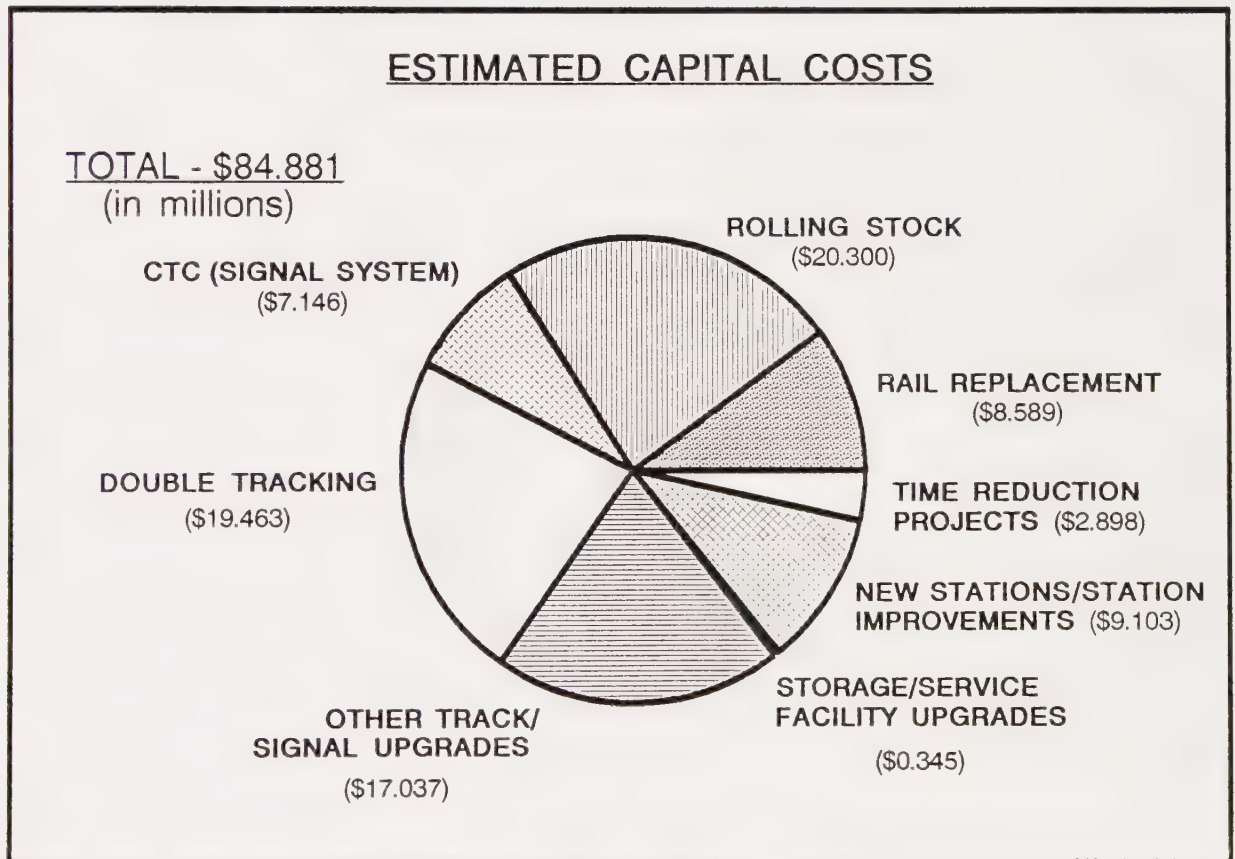
- a. Rail replacements for passenger ride quality and higher speeds;
- b. Track and signal upgrades for operational requirements;
- c. New stations and improvements to existing stations; and
- d. Time reduction (speed increase) projects.

Total estimated capital costs (1989 dollars) for these four types of improvement projects is \$84.881 million as summarized below:

<u>TYPE OF IMPROVEMENT</u>	<u>ESTIMATED COST (millions)</u>
A. Rail Replacement	\$ 8.589
B. Operational Improvements	
1. Rolling Stock (2 Train Sets)	20.300
2. CTC (Signal System)	7.146
3. Double Tracking (or Single Track With Auxiliary Siding) Between Burbank Jct and Northridge	19.463*
4. Other Track/Signal Upgrades	17.037
5. Storage/Service Facility Upgrades	<u>0.345</u>
Subtotal	\$64.291
C. New Stations/Station Improvements	9.103
D. Time Reduction Projects	<u>2.898</u>
TOTAL	<u><u>\$84.881</u></u>

* The cost estimate shown allows for double tracking. An alternative lower cost option involving single track with CTC and additional auxiliary sidings for freight operations may be feasible and would cost \$8 million to \$9 million less if selected and acceptable to the railroad.

14. Time savings projects recommended to increase speeds to 79 MPH would require replacement of aging jointed rail sections with continuous welded rail. Thus, improvement types "A" and "D" shown above are inter-related. Operational improvements would include centralized traffic control for the entire line from Los Angeles to Santa Barbara; major track improvements to facilitate train meets and maintain the capacity of the line for SP freight operations; the acquisition of rolling stock for two additional trainsets; and vehicle storage/service facility upgrades.



15. The total program cost of \$84.881 million breaks down by County of project location as follows:

<u>COUNTY/CORRIDOR</u>	<u>ESTIMATED COST</u> (millions)
Los Angeles	\$28.256
Ventura	13.436
Santa Barbara	15.743
Corridor-Wide	<u>27.446</u>
TOTAL	<u>\$84.881</u>

16. The cost breakdown shown above in Item 13 is not intended as a basis for allocating funding responsibility. The allocation of funding responsibilities is a policy matter; allocation principles outlined in this report are based on State funding policies and funding arrangements that have emerged from institutional negotiations pertaining to the LOSSAN rail corridor upgrade program. On this basis, costs would be shared by the State, local (county and municipal) agencies, the Federal government (Amtrak or U.S. D.O.T.) and the railroad.

17. Of the total program cost of about \$84.9 million, projects estimated to cost about \$64.0 million are considered to be "required initially"; about \$20.9 million of the program could possibly be deferred if funding for the "deferrable projects" could not be made available initially. Deferrable projects are those which are desirable but not essential to initiate the expanded San Diegan service to Santa Barbara and include:

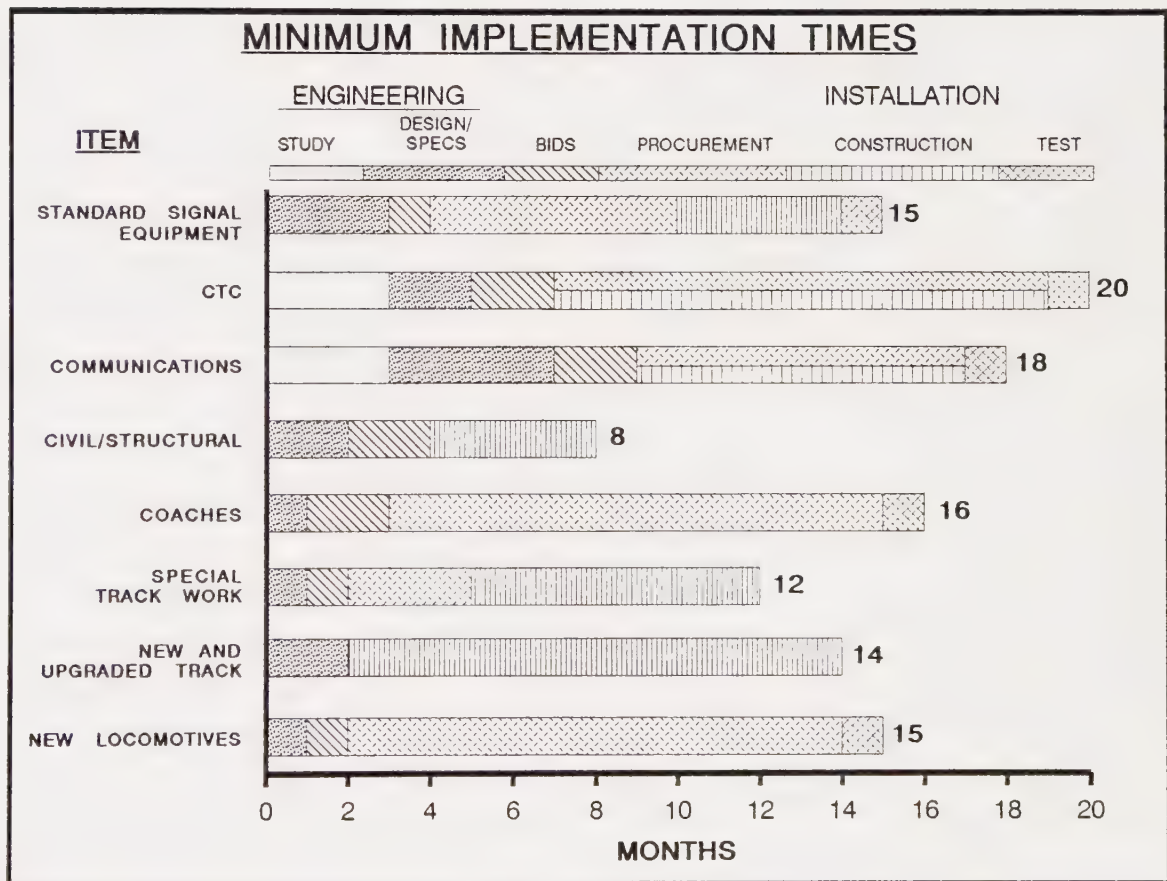
- a. The extension to Goleta and the Goleta station;
- b. New or relocated stations and certain improvements to existing stations;

- c. Time savings projects; and
 - d. Replacement of jointed rail with continuous welded rail (CWR).
18. Deferral of projects, although feasible, would have an adverse impact on patronage. In addition, programming must recognize that replacement of jointed rail with continuous welded rail is required for maximum authorized speeds to be increased above 70 MPH with time savings projects as recommended.
19. The annual cost to operate four daily San Diegan round trips between Los Angeles and Santa Barbara is estimated to be about \$7.9 million (1989 dollars)--compared to the current cost of about \$2.1 million for one daily round trip--assuming efficient use of train crews. Thus, the incremental cost to operate the upgraded service would be about \$5.8 million per year. These estimates do not include any allowances for charges by SP for increased track maintenance payments.
20. All operating revenue derived from passengers boarding the Santa Barbara trains between Los Angeles and Santa Barbara, including that derived from the portions of these trips which extend beyond (south of) Los Angeles, was credited to the Santa Barbara trains, in accordance with current Amtrak billing practice for State-supported (Section 403(b)) trains. Estimated revenues in FY 88/89 related to the one Santa Barbara train extension amount to \$1.7 million. Projected revenues attributable to the expanded Santa Barbara service would range between \$6.2 and \$7.4 million during the first year of the expanded service (assumed to be FY 1992) and between \$6.7 and \$8.0 million by 1995 (all expressed in FY 88/89 dollars).

21. The farebox ratio (recovery of operation costs from fares) for the Santa Barbara extension would range between 0.78 and 0.94 in 1992, and between 0.88 and 1.01 by 1995 (assuming that fares are increased at a rate to offset cost inflation).
22. Priorities for the potential improvements were defined to reflect three important considerations in addition to the amount of funding available initially:
- a) The distinctions between projects required initially for rail operational reasons and deferrable projects;
 - b) The degree of local support; and
 - c) Specified program objectives including cost-benefit indicators.

<u>OPERATING COST/REVENUE RELATIONSHIPS</u> (1988 DOLLARS IN MILLIONS)			
	<u>1992</u>	<u>1995</u>	<u>2010</u>
OPERATING COST	\$7.9	\$7.9	\$7.9
OPERATING REVENUES	6.2 - 7.4	6.7 - 8.0	8.5 - 10.0
FAREBOX RECOVERY	0.78 - 0.94	0.85 - 1.01	1.06 - 1.27

23. The track and signal projects recommended in this report for upgrading intercity rail services to the level of four daily round trips would provide sufficient capacity for a much higher level of service in future years. Many of these projects would also be required if commuter rail service were to be implemented in this corridor.
24. It is anticipated that a period of approximately two years will be required to implement all elements of the recommended capital improvement program from the time institutional agreements and funding commitments are arranged.

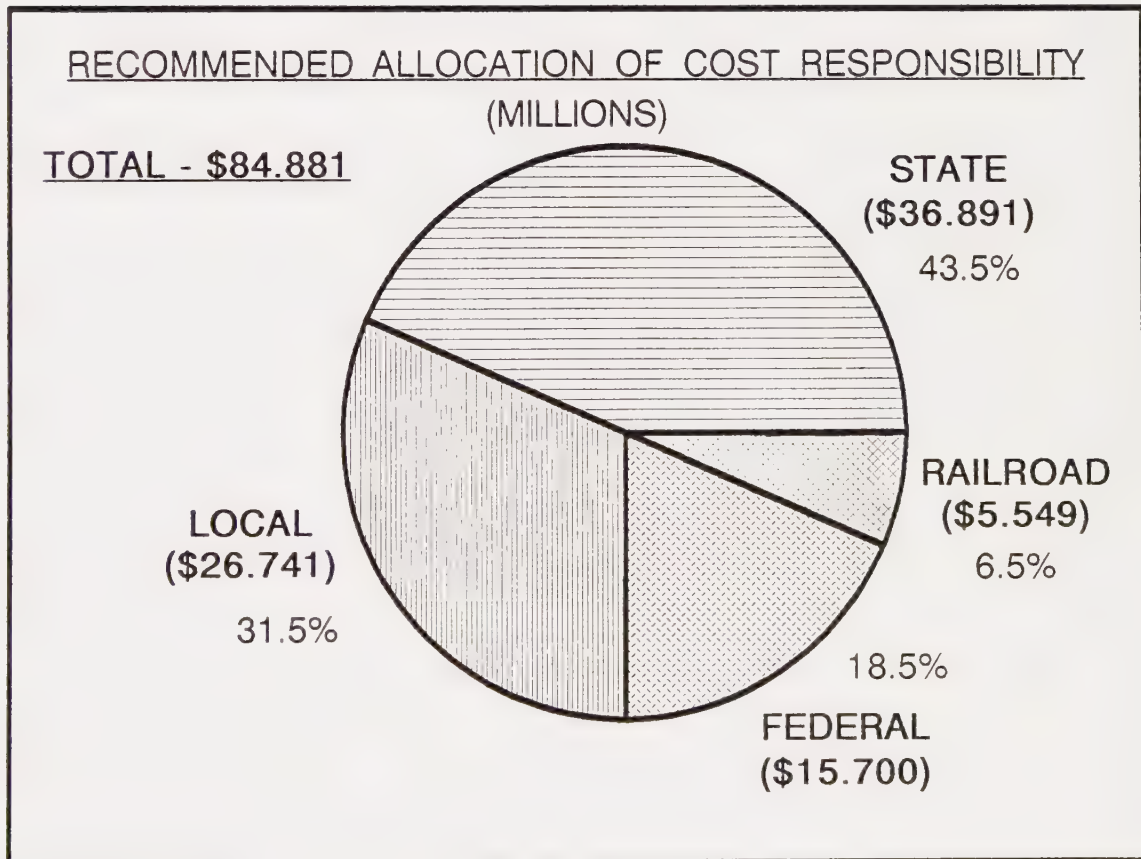


Institutional Findings

1. The context for intercity passenger rail development varies from county to county within the Los Angeles-Santa Barbara Corridor. Los Angeles County with two extensive rail programs under development--Metro Rail and the Light Rail--has major financial commitments.
2. There is a dichotomy within Ventura County over the development of intercity passenger rail service. The eastern areas of the county, notably the Simi Valley where residents are oriented to Los Angeles, have been supportive of rail service. Generally, in the western areas of the county there is interest in the service, but uncertainty over the local ability to fund the required improvements. The City of Ventura, however, views the possibility of improved corridor service with a station at the county fairgrounds as enhancing its redevelopment plans for the area and is, therefore, preparing to make the financial commitment that will ensure the station's development.
3. In Santa Barbara County, added intercity passenger rail service has been met with mixed feelings. On the one hand, there is a desire to avoid transportation investments that would create growth which increases already extremely high residential housing costs. Scheduled corridor service to Los Angeles, in what would essentially be a commuter timeframe, would be looked upon by many with disfavor. However, the fact that the majority of patrons on the one San Diegan currently being operated to Santa Barbara travel to stations beyond LAUPT is viewed as a desirable circumstance. Another point of view holds that the single most important aspect of added corridor service is that it reduces automobile trips.

4. \$10 million has been committed by the State for its share of funding improvements in the Santa Barbara-San Diego Corridor during the current fiscal year. In addition, Caltrans' five year expenditure program for rail improvements shows a similar amount being made available annually through 1994.
5. The potential availability of local sources of revenue in Los Angeles County for participating with Ventura and Santa Barbara counties and with the State for financing capital improvements in the corridor is substantial. However, the pre-existing expenditure programs would require reprioritization in some instances in order to make revenues available for intercity rail passenger services.
6. The funding environment in Ventura County is rather stable in that TDA funds are shared between transit and local streets and roads consistent with long standing local policies. The introduction of a new program such as corridor rail service which will require local funding can be expected to create disequilibrium in the financing of transportation projects, due to the trade-offs that will have to be made should Ventura County participate in the corridor program.
7. Ventura County has not taken advantage of the Article XIX guideway funding program which could be a source of state provided local funds for financing its share of corridor improvements. Moreover, the county does not have a local transportation sales tax.

8. Santa Barbara County has a relatively stable distribution of TDA revenues between transit and local streets and roads. Consequently, any funding for corridor rail service would require some reprioritization of current expenditures. Moreover, Santa Barbara County has not taken advantage of the Article XIX guideway funding program nor has the county enacted a local transportation sales tax.
9. On the basis of allocation principles which distributed cost among various categories of projects, it was concluded that the state's share would be \$36.891 million, local governments would be responsible for \$26.741 million, the federal government would be responsible for \$15.700 million and the railroad corporation would have \$5.549 million of cost apportionment if agreement can be reached.



10. Federal funds for allowing Amtrak to participate in the funding of improvements have been curtailed. However, federal funds are used to finance intercity rail projects elsewhere in the country on a case-by-case basis. Both Amtrak and the Santa Fe railroad have contributed funds to the route between Los Angeles and San Diego.
11. Railroad corporations have been reluctant to participate in the funding of corridor improvements, arguing the investments are for the purpose of facilitating passenger service and are unneeded for freight service. The decision of a railroad corporation is an internal one, where several factors must be taken into account. These factors include the financial health of the company as well as its perception of benefits received from the project. SP has indicated a preliminary position that any SP contribution would be subject to detailed review at the time overall funding for the program is being finalized.
12. The familiarity with a higher level of intercity passenger rail service that was observed in the LOSSAN Corridor simply does not exist uniformly in the Los Angeles-Santa Barbara Corridor. Moreover, the high level of local financial commitment required of local agencies in the corridor may be initially surprising, and will require some careful thought regarding local programing strategies and priorities.

Technical Recommendations

1. Expand the service to Santa Barbara by extending a second LOSSAN train as soon as equipment can be made available. This would be a logical step in the incremental process of upgrading intercity rail service in this corridor.
2. Expand the service to Santa Barbara to four daily round trips by 1995. To ensure reliable service, this step will require major capital investments in track and signal upgrade projects which will require about two years to implement following institutional agreements and funding commitments.
3. Coordinate the expansion of Santa Barbara service with the provision of additional rolling stock and/or train frequencies on the LOSSAN segment of the line. The expanded Santa Barbara service would increase demands for the San Diegans south of Los Angeles.
4. Provide centralized train control, upgrade existing sidings for train meets, and provide additional track capacity between Burbank Junction and Northridge before expanding the Santa Barbara service to the four round trip level. The added track capacity could be provided either by double tracking or the addition of auxiliary freight sidings.
5. Provide additional parking supply at all of the existing stations and give further consideration to the possibilities of relocating the Simi Valley station and the Van Nuys (Panorama City) station to alternative sites with more adequate parking space and general accessibility as identified in this study. The projected patronage levels will not be attained without additional station parking supply as required to accommodate future needs with this expanded service.

6. The additional Santa Barbara service should be provided by extending existing San Diego - Los Angeles trains to offer "through service" -- not by requiring a transfer at Los Angeles. Station dwell times at LAUPT should be minimized.
7. Dedicated feeder bus services should be provided as an integral part of the intercity service at:
 - a) LAUPT (to link downtown Los Angeles work places with this key station);
 - b) Burbank Airport Station (to link the airport terminal and near-by work places with the rail station); and
 - c) Santa Barbara (to link Goleta and Lompoc with the line terminus).
8. Extension of rail service to Lompoc should be deferred.
9. Extension of rail service to Goleta could be deferred and should be dependent on local support for the extension. Further consideration of Goleta station location alternatives would be needed.
10. Replacement of jointed rail sections of the track with continuous welded rail (CWR) for improved ride quality and higher speeds should be part of the overall corridor upgrade program. CWR rail replacement should be implemented in coordination with speed upgrade (time saving) projects.
11. Implementation of the recommended corridor upgrade program should be phased with early emphasis on high priority projects needed to implement the four-train service to Santa Barbara without adverse impacts on railroad freight operations. A tentative definition for a phased implementation program is shown in Table S-1.

Institutional Recommendations

1. Ventura and Santa Barbara Counties should reconsider their existing priorities which are funded with Transportation Development Act revenues in order to make funds available for participating in the funding of improvements in the corridor.
2. The Boards of Supervisors in Ventura and Santa Barbara counties should seek voter approval of a measure that would make the counties eligible to use state motor vehicle fuel tax revenues for passenger rail transportation purposes such as improvements to the Los Angeles-Santa Barbara Corridor.
3. In any sales tax program that may be placed before the voters of Ventura and Santa Barbara Counties, the statutorily required expenditure plans should have funds earmarked for corridor service.
4. Within Los Angeles County, consideration should be given to re-examining existing program priorities for revenues derived from the local transportation sales tax by the Los Angeles County Transportation Commission and the City of Los Angeles in order to make funds available for the local share of the cost of the corridor improvement program.
5. In order to initiate an intergovernmental process for articulating local concerns regarding the service and develop funding strategies for the projects identified as essential for upgrading the corridor, a Memorandum of Understanding (M-O-U) identifying the roles and responsibilities of the state and local agencies in the corridor should be executed. The signatories to the M-O-U should include Caltrans, the Los Angeles County Transportation Commission, the Ventura County Transportation Commission, the Southern California Association of Governments and the Santa Barbara regional transportation planning agency.

6. A concerted effort with representatives from other regions of California with active interest in intercity passenger rail service should be undertaken to increase state and federal participation in funding required for viable intercity rail corridor projects.
7. Southern Pacific officials have indicated a willingness to sell to the state or other public entity right-of-way adjacent to its tracks for one or more tracks to be used exclusively for passenger service from LAUPT to the tunnels at Santa Susana Pass. Several issues are involved in an offer of this sort which should be carefully addressed, including service west of the tunnels and access or right-of-way west of the tunnels - issues which would require considerable negotiations as well as the necessary funding by the public agencies. This separate public alignment proposal by Southern Pacific is clearly outside the legislatively-mandated scope of this study, but could be an appropriate subject for future consideration by the Study Group.

Public Comments on the Draft Report

The program which is presented in this report was formulated in collaboration with the Study Group and its technical support staff, and represents a multi-agency consensus on the actions needed to significantly upgrade passenger rail services between Los Angeles and Santa Barbara.

Comments on the draft of this report were received from the Southern Pacific Transportation Company; the Departmental Transportation Advisory Committee of the State of California--Business, Transportation and Housing Agency; and the general public.

Southern Pacific's full comments are included in Appendix D. The general position of the Southern Pacific is stated as follows:

"SP does not believe that an attempt should be made to superimpose high frequency intercity trains on our existing and prospective freight operation. SP recommends that any subsequent study and funding resources be utilized to obtain a separate right-of-way alignment for exclusive public use"

"Should consideration of this study's short-term alternative go forward, Southern Pacific hereby reserves the right to further review the route capacity and operating conditions which are present when the appropriate funding levels are made available and obtain whatever improvements are thereby requested. It is highly probable that additional freight train frequencies (which will require considerably more capital improvements) and inflationary costs will have escalated the cost estimates by at least 20 - 40% before funds are made available for these study recommended improvements."

The consensus of the Study Group is that both rail freight and passenger service can operate together on this route without impairment of either service, and that the capital improvements recommended in this study will ensure that this situation will not change with the increases in the level of passenger service proposed in this study. The separate public alignment proposal by Southern Pacific is clearly outside the Legislatively mandated scope of this study.

The Departmental Transportation Advisory Committee (DTAC) suggested that the report "should clearly indicate the intent of the proposed service is not to provide commute service, nor will it necessarily relieve commute or peak hour congestion". DTAC also commented that the report does not adequately provide justification for the indicated funding requirement, and recommended a "definitive benefit-cost analysis."

The concensus of the Study Group is that both issues raised by DTAC have been appropriately addressed in this report. The focus of the report on intercity rail service, as distinct from commuter rail service, is clarified on both Page 1 of the Introduction of this report and Page 2 of this Executive Summary. The project objectives, as defined in this study and documented on Table X-3 of the report, make no reference to relief from peak hour traffic congestion, nor is any claim of peak hour traffic congestion relief intended. SB 2446, the legislation which authorized this study, does not call for a definitive cost-benefit analysis, nor does it call for justification of the concept of a program to upgrade the rail line. (See Appendix A for a copy of SB 2446). An assessment of benefits as related to costs for elements of the recommended program was performed in this study as an element of the project prioritization analysis.

A public meeting of the Southern California Regional Intercity State Rail Corridor Study Group was held on June 13, 1989 at the Simi Valley City Hall, Simi Valley, California, for

the purpose of inviting public comment on the Draft Report of the Los Angeles - Santa Barbara Intercity Rail Upgrade Study. All of the public comments offered were in general support of the concept of an upgraded rail service in this corridor. Comments received either gave general support to the improvement program outlined in this report or suggested additions to the recommended program. No negative comments were received from representatives of the general public.

Additional details on these comments on the report, including copies of written materials submitted, may be found in Appendices D and E at end of the main body of this report.

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